Number 3, June, 1958

COMMUNITY PLANNING NEWS

Highways in Regional Planning

In both Canada and the U.S.A., the impact of highway building upon all other forms of land development is beginning to be examined with the care it deserves. The Book Notes in this issue refer to the Urban Land Institute's valuable selection of papers from the Hartford Conference: *The New Highways: Challenge to the Metropolitan Region.* Another collection of papers appears in the January 1958 issue of the TRAFFIC QUARTERLY, published by the Eno Foundation for Traffic Control, Inc., Saugatuck, Connecticut. Though the issue is directed toward action for highway safety, some of the titles reflect the regional view of highway planning:

Transportation an Essential Part of any Comprehensive Planning.
California's Land Economic Studies along Controlled-Access Highways.
Regional Planning in Connecticut: the Next Step to the Future.
Urban Highway Construction and its Regional Effects.
Planning Our Urban Expressways.

In Canada also, the regional planning approach to highway building is being expressed more and more clearly, in words if not in deeds. Recently, for example, the first part of A STUDY ON HIGHWAY PLANNING for the Metropolitan Area of the Lower Mainland of B.C. has been published. The Committee which prepared it was known as the Technical Committee for Metropolitan Highway Planning – 1955-56. It reported to the Provincial Minister of Highways and the Councils of the Cities of Vancouver, Westminster, Burnaby and Richmond.

Thanks to the FINANCIAL POST and the Canadian Good Roads Association, the POST's annual Roads Supplement this year featured articles by prominent town planners (Norman Pearson and Stanley Pickett) calling attention to the inevitably close relationship between highways and every other aspect of urban development.

With vast expenditures on highway-building in sight for the immediate future, and with a view toward saving the taxpayer's dollar, it is safe to predict that the next ten years of highway building will see an intimate collaboration between highway planners and all of the other parties concerned with urban development. And in this collaboration – since the municipalities are handicapped by their limited territorial jurisdictions – the Provinces will no doubt play the leading role.

"Life on the Cloverleaf"

. . . Some 41,000 miles of new highway are going to be laid down, and the effect, as the planners of the Act (the U.S. Act of 1956) have frankly declared, will be "to disperse our factories, our stores, our people; in short to create a revolution in living habits."

The communities affected, however, have little to say about the revolution; the act puts the program entirely in the hands of state highway engineers . . . New rights of way . . . will eat up a million acres of land. Yet the highway engineers are likely to favor precisely the land that planners would most like to keep untouched – park-land in the built-up areas, flat or gently rolling land in the country.

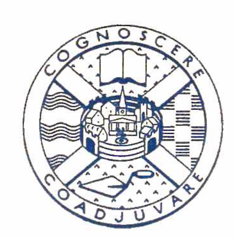
William H. Whyte Jr., in FORTUNE, January 1958.

The Place of the Pedestrian

If we want to make the most of our New Highway program, we must keep most of the proposed expressways in abeyance until we have done two other things. We must re-plan the inner city for pedestrian circulation, and we must rebuild and extend our public forms of mass transportation . . . For open spaces, long distances and low densities, the car is now essential; for urban space, short distances and high densities, the pedestrian. . . . Every urban transportation plan should, accordingly, put the pedestrian at the center of all its proposals, if only to facilitate wheeled traffic.

Lewis Mumford in the ARCHITECTURAL RECORD, April 1958.

NOUVELLES d'Urbanisme



Congrès national d'Urbanisme, 1958

Hôtel King Edward Sheraton,

Toronto, du 21 au 24 septembre

Organisez-vous maintenant pour y assister. Des formules de réservation de chambre ont été adressées à tous les membres de l'ACU.

Si vous connaissez d'autres gens qui seraient intéressés à y assister, veuillez nous le dire et nous nous ferons un plaisir de leur écrire. Nous nous attendons que la conférence de 1958 sera la mieux réussie de toutes les assemblées annuelles. Faites votre part en en parlant à d'autres. Le droit d'enregistrement est de $10.00.

Un programme préliminaire sera publié vers le 1er juillet. Le thème général sera la CONSTRUCTION DE LA CITÉ RÉGIONALE. Sous cette rubrique, il y aura des discussions actives sur la plupart des sujets suivants:

Comment se déplacer dans une métropole.

De quoi le "centre des affaires" aura-t-il l'air en 1980?

A quoi l'industrie s'attend-elle de l'urbanisme?

A quoi les détaillants s'attendent-ils de l'urbanisme?

Quelle sera la répercussion des programmes de construction de chemins sur la croissance urbaine?

Quelle politique ou méthode de planification urbaine peut *aider* à assurer des logements pour cette nouvelle population nombreuse attendue dans la cité régionale? Dans cette planification, quel est le rôle du gouvernement, de l'entrepreneur en développement, du constructeur, du prêteur et du public en général? Eu égard aux terrains en rareté et au coût élevé d'amenagement, quel genre de voisinage peut être aménagé pour un bon régime de vie?

Est-ce que la communauté satéllite à demi indépendante aide à résoudre des problèmes tels que: (a) le coût élevé des services municipaux, des écoles et des autres services essentiels à la communauté? (b) le parcours au travail; (c) les soi-disant déficiences sociales de la communauté suburbaine?

Affirmativement, peut-on s'attendre, en réalité, que ces communautés satellites peuvent évoluer de la confusion urbaine actuelle?

Quels moyens de contrôle de l'aménagement de terrains sont appropriés afin de guider efficacement l'accroissement urbain dans une société d'entreprise privée?

Un certain nombre des séances se tiendront en français.

Plan now to attend the

National Planning Conference, 1958

King Edward Sheraton Hotel

Toronto, September 21-24

The general theme of this Conference will be BUILDING THE REGIONAL CITY. Within this theme many interesting and lively discussions are planned. For further details we refer you to Community Planning News, Number 2, May, 1958.

Have you made your room reservation? If you have not received your room reservation form please write to us and we will be glad to mail one to you.

Le ré-aménagement urbain

***L'Événement-Journal*, Québec**

Avant que les vieux quartiers se détériorent sous la migration des masses urbaines vers la périphérie et les banlieues, un mouvement de ré-aménagement de la cité s'impose afin de lui sauvegarder sa vitalité et son influence. Les urbanistes et les économistes y ont songé, de même que les dirigeants du commerce et de l'industrie qui voient se désagréger les sections anciennes qui sont délaissées au bénéfice des parties neuves qui gagnent les préférences des citoyens; aussi les corps publics ont-ils conçu des projets de réfection urbaine qui tiennent compte de cette tendance nouvelle et qui assurent en même temps la protection des territoires qui forment le coeur de la ville. Un directeur de la Chambre de Commerce, M. Isidore Pollack, en exposait récemment les grandes lignes devant un groupe d'industriels de la Vieille Capitale.

Québec, qui connaît depuis plusieurs années un réveil économique prodigieux dans l'expansion de son commerce et de ses industries, n'échappe point au mouvement migratoire qui entraîne les groupes de citoyens vers les parties neuves de la ville et vers les municipalités de la banlieue. Ce développement qui est la rançon de son progrès doit s'opérer dans un sage ordonnance pour que les établissements urbains ne s'accomplissent pas au hasard du moment ni au caprice de l'occupant; les plans directeurs que l'urbanisme préconise évitent ces écueils et déterminent le juste partage du milieu urbain dans un sain équilibre et une parfaite harmonie. Les chefs d'entreprises et les directeurs d'établissements de commerce, qui sont des hommes réalistes, en conviennent et appuient de toutes leurs forces ces oeuvres de ré-aménagement urbain qui servent les meilleurs intérêts de la capitale et de sa région métropolitaine.

M. Pollack a touché, dans son intéressante conférence, à tous les problèmes vitaux de la grande ville qu'est devenu Québec, à la suite d'une progression plutôt lente de plusieurs siècles; les rues sont plus congestionnées qu'autrefois, et la création de boulevards et de grandes artères de dégagement s'impose en face des progrès du commerce et du transport en commun qui font affluer les clients vers des points de concentration; les techniques modernes exigent des solutions plus hardies que seule une commission métropolitaine de développement urbain saura envisager et recommander pour le bien-être d'une population qui vit dans l'ère de l'âge atomique et des réalisations les plus audacieuses de la science et du génie humain.

Prolongement de L'Exposition sur le Vieux Québec

Une Exposition d'Urbanisme s'ouvrira à Québec le 13 juillet et se continuera jusqu'au 15 septembre. Elle fera partie de l'ensemble des événements qui commémorent cette année les trois siècles et demi d'existence de la "vieille capitale", fondée en 1608 par Samuel de Champlain.

Quatre expositions évoquant un passé riche en histoire étaient déjà prévues par le Comité d'organisation du 350e anniversaire de la fondation de Québec. Les membres de la section régionale de notre association n'ont pas voulu qu'on se tourne exclusivement vers le passé, et que l'on oublie en pratique de diffuser des moyens concrets de conservation par une planification rationnelle de l'avenir urbain dans leur région.

C'est par leur influence que le Comité d'Organisation des Fêtes a ajouté une cinquième exposition — celle la tournée vers l'avenir — et en a confié la réalisation aux membres locaux de notre association.

La Ville de Québec, dont la plus ancienne partie est entourée de murailles fortifiées selon les coutumes du moyen âge, a connu un développement considérable au temps de la voiture hypomobile. L'intérieur des murs était entièrement construit avant que la première automobile du continent nord américain soit mise à l'essai en 1892. Elle offre aujourd'hui une ambiance unique en Amérique, et assez semblable à celle des vieilles villes d'Europe.

Visiteurs aussi bien que résidants s'accordent pour préconiser une conservation de ces valeurs, de cette atmosphère qu'on retrouve toujours avec plaisir. C'est donc la difficile synthèse entre une "conservation" de bon aloi et une "adaptation" au règne de l'auto et aux autres nécessités de la manière moderne de vivre que les responsables de l'Exposition d'Urbanisme désirent mettre en vedette.

Les Canadiens de toutes les parties du pays seront attirés à Québec durant l'été 1958 par les fêtes du 350e anniversaire. Ils y trouveront dans l'Exposition d'Urbanisme, une ébauche de solution à des problèmes d'un caractère très spécial, aussi unique au pays que l'est l'ambiance de Québec.

Cette Exposition d'Urbanisme, prolongement de l'exposition sur le vieux Québec, aura lieu au Musée Provincial des Champs de Bataille.

JEAN DUBUC

Autoroutes

Montréal n'a pas le choix

Montréal n'a pas de choix: ou bien il aura, comme toutes les grandes villes américaines, son réseau d'autoroutes superposé au réseau des rues locales, ou bien il périclitera. C'est une question de vie ou de mort. D'un côté, il y a le coût des pertes de vie et des accidents, avec les dommages à la propriété, les pertes de salaires, les frais d'assurance et les frais médicaux; et le coût de la congestion avec la valeur du temps perdu, et des pertes d'essence, de pneus et de freins. De l'autre côté, il y a le réseau d'autoroutes avec la réduction des tragédies, les épargnes réalisées dans le coût du transport et ainsi dans le coût des services et dans l'ensemble de la vie économique de la ville, en plus de la plus-value donnée aux territoires traversés et des opportunités nouvelles de développement ainsi créées.

C.-E. Campeau, M.P., ancien directeur du service d'urbanisme de la ville de Montréal et président de l'A.C.U.

The Growth of Planning in Manitoba



Maxwell Studios

HON. C. E. GREENLAY

When the Metropolitan Planning Act was amended by the Provincial Legislature in Manitoba during 1957, it was hoped that smaller municipalities would quickly take advantage of the new planning services which the amendment made possible. The smaller centres now have the opportunity of using the technical services of the Metropolitan Planning Commission of Greater Winnipeg, headed by Eric W. Thrift. Associate Planner David Henderson has been devoting full time to the new services.

It is now a little more than a year since the legislation was amended and, in reviewing the progress made, the provincial treasurer, the Hon. C. E. Greenlay, has expressed some satisfaction at the initial results.

So far, twelve communities have contracted for planning services. These are: Portage la Prairie, Morris, Morden, Russell, Minnedosa, The Pas, Cartwright, Altona, Carman, Neepawa, Erickson and Swan River. At the present time, four other centres are negotiating for similar services. The Planning Commission are also drafting full plans for Manitoba's newest nickel town of Thompson.

Cautiously optimistic in his outlook, Mr. Greenlay recently explained that **the more compact the towns are, the better the use they can make of the utilities. This, Mr. Greenlay felt, was an important point of economy, because sewer and water installations are being financially assisted by the Provincial Government in the form of either an outright purchase of local debentures or the guaranteeing of the debentures.**

On the premise that the Province is pleased to help those who help themselves, Mr. Greenlay pointed out that the planning assistance is by no means a one-way street. One of the requirements before provincial planning assistance can be given, is the stipulation that the municipality appoint a local body to assist in the planning program.

For most towns, the planning service initially has been engaged on rebuilding and bringing up to date the town maps on the basis of recorded legal plans. Mr. Greenlay emphasized that the aim is controlled development and the improvement of urban centres.

Mr. Greenlay felt that much of the excellent progress during the past year was due to the close co-operation given by local planning organizations, municipal councils and the secretary-treasurers of the centres concerned. In all cases, the local towns and villages had recognized the necessity for such planning and this recognition had materially assisted in the rapid progress to date.

"Four-legged Intersections"

A Note on Planning for Safety

From a talk by Mr. G. Nordmann of the Architecture and Planning Department of Central Mortgage and Housing Corporation, Ottawa.

Over the past years, planners all over Canada, at provincial or municipal level have found that they are faced with uneconomic subdivisions with respect to roads and services. They have found too that many of the subdivisions are unsafe for children, because what was thought to be a safe residential road has now become a secondary traffic route or that because of the large number of traffic intersections there is not only greater need and cost for policing but also greater hazard of collision and to pedestrian safety. The old gridiron system of layout that stems from the early land surveyors method of setting out his drawings is now obsolete. It is both dangerous and costly, as well, I may add, as extremely uninteresting to anyone who has walked block after block or stopped his car at every block intersection. Yet it is surprising to find, and I say this with disappointment, that a great number of would-be developers sometimes go to great lengths to produce a design that has the greatest number of intersections and the most costly road system. We have therefore tried to help developers to realize this, by placing great emphasis in our guide book (*Builders Bulletin No. 79*, CMHC, Ottawa) on the physical pattern of the roads so that they can be both safe and economical and a delight to the eye.

The Urban Land Institute have just reported (in their October issue of "News and Trends in City Development") the results of a 5 year study of accident patterns carried out in residential subdivisions in Los Angeles County. The study covered 86 residential subdivision tracts representing a population of 53,000 persons. The results are a justification for some of the road design requirements. Figures are quoted showing that in terms of accident frequency, only about 3.0% of all T intersections had even a single accident during the 5 year period while, in contrast, 56% of the four-legged intersections had at least one accident during the 5 year period. Many other useful figures are quoted and several interesting conclusions have been drawn.

Petroleum looks at Planning

Recent issues of the Imperial Oil Review have carried articles on planning problems by *Michael Jacot. This monthly publication of Imperial Oil Limited sets a very high standard for industrial magazines.

In the December 1957 issue, an article appeared entitled: *They're Changing the Face of Canada.* This explanation of the need for qualified planners and the problems they face is interesting to both the layman and the professional.

Mr. Jacot outlines the problems facing the community, industry and the planner resulting from spotty, short term planning in the past and our heritage of antiquated zoning regulations and by-laws. Three-tenths of our population now live in suburbs where public transportation is often non-existent and where two cars in a family are not always regarded as a luxury. Dr. E. G. Pleva, head of the University of Western Ontario's geography department, is quoted as warning that to offset the problems inherent in Canada's rapid growth we will need several thousand properly-qualified planners in the next ten years.

To illustrate how the skills of the planner can prevent costly municipal errors, Mr. Jacot cites the case of a small village in eastern Canada with a scattered population of only 900. A builder intended to build 1,000 homes in the area and the project was sent to the provincial planning board for approval. The provincial planners saved the village from a costly error when they proved that the costs of installing the necessary water, sewage, roads, social welfare services and shopping facilities would have bankrupted the village.

In Alberta, a large industrial plant wanted to settle in a small town but changed its plans when it discovered that there was insufficient water and no railway connections. The town needed the industry and the provincial planners helped the town to increase its water supply, put in an economical sewage plant and develop residential areas for the workers. Encouraged by this, the railway was persuaded to put in a branch line, the industrial company reconsidered, and the town is now flourishing.

Canadian industry is also growing and the services of professional planners are proving invaluable in helping to decide where offices, warehouses, service stations and other installations should be located. The work of the planning staff at Imperial Oil, the Aluminum Company of Canada and at other large Canadian companies is described.

Mr. Jacot ends his article by reviewing some of the problems facing planners in the larger Canadian cities and some of the changes the future may bring.

In the February 1958 issue, Mr. Jacot turns from the general to the particular and discusses *Tomorrow's Service Stations: Where should they be built?* He points out that many people nowadays devote their time to increasing the comfort, safety and efficiency of automobiles, but that nobody, except the oil companies, pays any attention to deciding the location of the one retail outlet that is absolutely essential to the automobile — the service station. He says that: an appalling mass of outdated municipal restrictions faces the oil companies and, while car registrations have gone up 70% and sales of gasoline 80% since 1950, the number of service stations has only increased by 4.9%.

Several prominent planners are quoted in the assertion that "the problem is not whether some stations should be allowed, but where they should be and what form they should take, so they will best serve the needs of their communities."

To safeguard the investment of at least $50,000 required for each new service station, the oil companies are now employing service station planners to select new locations best suited to the communities' needs. Mr. Jacot describes the work of the Imperial Oil planning team under Dr. K. W. Walter. It takes about two months' research to estimate community growth, population patterns and car counts in a specific area before a site recommendation can be made. However, improper land use plans and copious municipal regulations result in what one lawyer called a "Mad Hatter's tea party" before a building permit is issued. In some cases a community set a limit on the number of service stations years ago, a limit which is now completely outdated. This has "created a sort of gasoline alley round its perimeter."

To avoid this type of problem, Imperial Oil would like to see closer co-operation between local planners, municipal governments and the oil companies before by-laws are made. Dr. Walter says: "The character of today's cities is shaped by the automobile, and as long as things remain that way, we will need proper places to fuel this form of transportation. The strange thing is that the very officials who stress the importance of the automobile as it affects city growth, traffic routes, safety and a dozen other things are often the very people who seem to be against service stations — no matter how urgently they may be needed."

Copies of the magazine can be obtained free of charge from Imperial Oil Review, 111 St. Clair Avenue West, Toronto.

Jennifer Joynes

*Mr. Jacot is a staff writer with Imperial Oil. He spent six months collecting the information for the two articles reviewed here.

Community Planning Review 1950-1953

Some of our readers ask us for early issues of our COMMUNITY PLANNING REVIEW which are now out of print. We should like to be able to supply these requests.

Do you have extra copies in good condition which you would be willing to sell to us at fifty cents each? If you have, please write to CPAC, 77 MacLaren Street, Ottawa 4.

OPENINGS IN COMMUNITY PLANNING

METROPOLITAN PLANNING COMMISSION OF GREATER WINNIPEG, MANITOBA. Two Assistant Planners. Starting salary $350 per month, subject to review at end of calendar year. Work will include planning for small and medium size cities and towns in Manitoba, as well as work in the metropolitan area of Greater Winnipeg. Graduate architects or civil engineers preferred, although experience in a planning office will be accepted in place of a degree. Applicants with training and experience in design work would be preferred. (19-58)

Assistant Planner II. Salary: $425 per month subject to review at end of calendar year. Work will include planning for small and medium sized cities and towns in Manitoba as well as work in the Metropolitan Area in Greater Winnipeg. Applicants should be graduate architects or civil engineers with some experience in a planning office. Some experience in planning administration will be an advantage.

Apply: Eric W. Thrift, Director, Metropolitan Planning Commission, 1100 Electric Railway Chambers, 213 Notre Dame Avenue, Winnipeg 2, Manitoba. (20-58)

CORPORATION OF THE CITY OF OTTAWA, ONTARIO. Planner. Salary range $6,330-$7,410. University degree in Planning, Engineering, Architecture or related fields, preferably with post graduate studies in planning. To prepare, process and field check research material. To assist in the implementation of the Official Plan and to carry on various studies as assigned. (21-58)

Planning Technician. Salary range $4,354.56-5,514.48. Preferably senior matriculation and six years experience in surveying and draughting. Under supervision to compile and process material for special reports and the Official Plan. To compute and assemble research data and to carry out general planning assignments. (22-58)

Apply: Director of Personnel, Room 405, Transportation Bldg., 48 Rideau Street, Ottawa.

CITY OF WINDSOR PLANNING BOARD, WINDSOR, ONTARIO. Assistant Planner. Salary $4884-$5300. Qualifications: Previous experience in town planning, or educational background considered as substitute. Degree in architecture, regional planning, urban geography, civil engineering. Duties: Required to conduct studies and prepare reports on land use and redevelopment programs, also capable of related administrative duties. Apply A. R. Davey, Planning Director, City Hall, Windsor, Ontario. (8-58)

MEDICINE HAT DISTRICT PLANNING COMMISSION, MEDICINE HAT, ALBERTA. Planner. Salary: $4,500 minimum starting salary. Qualifications: Degree in planning, engineering, architecture, agriculture or economics. Work to include: Participation in preparation of regional plan involving rural community of irrigated areas, commercial grain and beef raising, also urban communities of 1,000 to 22,000 population. Assistance in any of the following: statistical analysis and capital budget studies, preliminary design and cost estimates of public works projects, rural and urban land utilization. Apply: L. W. H. Laine, Director, Medicine Hat District Planning Commission, City Hall, Medicine Hat, Alberta. (24-58)

MUNICIPAL CONSULTING ENGINEER ORGANIZATION, SASKATOON, SASKATCHEWAN. Town Planner. Salary $6,000 per annum. Qualifications: To have a Masters Degree in planning or hold Associate Membership in the Town Planning Institute. The preference will be given to applicant having an architectural or engineering degree from recognized University. Availability must be not later than end of August. Organization is a municipal consulting engineering firm and land surveyors, operating in the prairie area. Application should give technical qualifications, job experience, marital status etc. Write: Underwood McLellan & Associates Ltd., Box 539, Saskatoon, Sask. (23-58)

CITY OF ST. JOHN'S, NEWFOUNDLAND. Senior Planner. Salary: $5,000 per annum. Qualifications: Degree in Planning or related field, and considerable practical experience. Applicant will be required to undertake planning surveys and analysis, prepare reports and plan proposals and coordinate the machinery of subdivision and zoning control. Apply giving full particulars to City Planning Officer, City Hall, St. John's, Newfoundland. (11-58)

COMMUNITY PLANNING BRANCH, DEPARTMENT OF MUNICIPAL AFFAIRS, REGINA, SASKATCHEWAN. Community Planning Advisor (Applied Sciences). Salary range: $379-$459. Requirements: University graduation in Community Planning, Civil Engineering, or Architecture, preferably with some experience in community planning. Application forms available from Public Service Commission, Legislative Bldgs., Regina, Saskatchewan, and may be submitted for immediate consideration. (25-58)

Recent Planning Appointments

The City of Saskatoon have announced the appointment of **Mr. H. Froelich** as **Junior Planning Assistant** for the Department.

The Corporation of the City of Oshawa announce the recent appointment of **Mr. Christopher R. Lowther** as **Planning Assistant.**

The Sudbury Area Planning Committee announce the appointment of **Miss M. Wrazej**, a graduate of Gdansk University, as **Junior Planner** for the Area Committee.

"The Cowan Report"

A Graphic Summary of Municipal Improvement and Finance as Affected by the Untaxing of Improvements and the Taxing of Land Values, by H. Bronson Cowan, Research Director, International Research Committee on Real Estate Taxation. Forewords by Harold S. Buttenheim, George S. Mooney and Lord Douglas of Barloch. Distributed by Harper and Brothers, 49 East 33rd Street, New York, and, in Canada, by The Musson Book Company, 103 Vanderhoof Avenue, Toronto. 1958. $3.00.

This interesting document will be reviewed in the June issue of the Community Planning Review, Volume VIII, No. 2, 1958.

Public Support Sought for Comprehensive Traffic Plan

Recently issued by the Metropolitan Planning Commission of Greater Winnipeg, the Wilbur Smith traffic report recommends some far-reaching changes in the city's traffic arteries.

Viewing the possible population growth during the next twenty five years, the report urges the need for speedy and drastic action to avoid accentuating an already serious problem. Among its many recommendations are:

Government assistance to provide parking facilities.

Formation of a Greater Winnipeg Parking Authority and also a Metropolitan Transportation Authority, to handle traffic, parking, transit and highways.

At least twelve new river crossings.

An expressway to circumscribe the central business district.

"Circumferential routes" which would link the expressway with the perimeter road, now under construction.

Many parking regulation alterations are suggested and a uniformity of traffic regulations and interpretations among all communities in the area is urged.

It is suggested that zoning regulations should be made



applicable in the central business district to ensure that any new land uses provide adequate parking space for the potential demand.

In the interests of maintaining attractive and functional facilities, the Report recommends that the City should exercise regulatory controls over private land operators.

Summing up its recommendations, the Report suggests that "effective enforcement procedures, education in the meaning and value of traffic planning and the initiation of a comprehensive public support program are all essential to the adoption of effective steps toward elimination of Greater Winnipeg's major traffic problems."

Sir Hugh Casson on American Architecture today

from The Listener

. . . It takes more than beautiful buildings to make a beautiful city. No building is an island, and in a city the space between buildings and the relationship of one building to another are just as important as the quality of each individual building: and it is just this problem that the Americans, it seems to me, have failed so far to solve, and failed so badly that you could almost say that while they now possess the most beautiful buildings in the world they also possess, with some notable exceptions, the ugliest towns. If, in other words, you want to see that sort of man-made ugliness that has been called and now answers to the name of Subtopia, in its most widespread and virulent form, you will find it today in Main Street, U.S.A., and its approaches – endless, hopeless miles of suburban housing draped in wires and cables, shacks and hoardings, rotting car cemeteries, and decayed building lots. What makes it all so disheartening is that practically nobody seems to be doing anything about it, or even to be aware that something should be done about it.

. . . When I asked my friends and colleagues there how it was that they could see their splendid, shining buildings put up in surroundings that would make a Balkan sanitary inspector blench, they would reply that it was surprising what you could get used to, and anyway they were so busy doing architecture they had not yet had the time to worry about the spaces between their architecture. Americans do not defend Subtopia, nor do they sit down under it. They have not yet got round to noticing it.

. . . If, as seems to be the case in America, there is no prospect of getting wires and cables underground because, it is alleged, nobody will pay the cost and the local authority is too nervous to enforce any law about it, need it be accepted in such droopy and such casual form? Why not take it over and use it as an element in townscape? With a little skill and imagination a whole new and interesting sky pattern could be evolved, weaving thirty feet above the standardised roof lines and giving architects new opportunities in a new dimension.

Then there are hoardings and sky signs, obviously out of place in the country but welcome in the town centre to give sparkle and colour and interest. Need they be left to the haphazard siting of separate advertisers? Why not follow the example of the new town of Stevenage and make hoardings and neon signs work attractively for their living? Place and design them so that by night zones of darkness and half light contrast with sudden bursts of brilliance, and by day the lettering and colours are related directly to the buildings on which they are placed.

Citizen Activity in the National Capital Region

The following story of recent activity of the National Capital Region Branch of CPAC has been received from Major T. S. Chutter, *the Branch Secretary. It supplements the article entitled "The First Six Months" which Major Chutter wrote for the November 1956 issue of the* News.

Brief to the Ontario Water Resources Commission

Our submission to this authority stressed:

(a) the need of the closest co-operation among the Commission, the Provincial Departments of Planning & Development, Municipal Affairs and Health, and the Office of the Fire Marshal and the municipalities concerned;

(b) the need for a complete water resources survey in regard to the suitability of areas for further development, with indications of actual supplies and possible sources for future needs; the provisions to be made for the disposal of waste and details of areas where difficulties would arise;

(c) that the Commission should consider works in this region in the light of the principles of the National Capital Plan;

(d) that since the present pollution of the Ottawa River was foremost in our minds, a sewerage disposal plant was an immediate necessity and that the existing laws forbidding the fouling of rivers and streams should be made mandatory.

It is gratifying to see that plans for some action in this regard are now beginning to take shape.

BRANCH MEETINGS

"The relation of Road Planning and Traffic Problems to the Overall Planning and Zoning of a city"

At a public meeting which we convened, the Chairman of the Advisory Group of CMHC, (H.S.M. Carver), a McGill University Road Planning Economist, (Tillo Kuhn) and the then Ottawa Traffic Engineer (W.W. Rankin), formed a panel to examine this subject.

"Town Planning from the Realtor's Point of View"

A well-known Ottawa realtor (E.N. Rhodes) discussed this subject, enlarging on both the academic and practical sides of planning, illustrating his points from experience in cities in Europe and the USA.

"Research in planning the house, and the house in the neighbourhood"

At a joint meeting with the Engineering Institute, three qualified speakers (J.W. Strutt, W.H. Ball and Ian Maclennan) gave the architectural, engineering and community planning points of view.

"The Preservation of Historical Buildings"

After considerable committee work under the Chairmanship of Dr. Bertram R. MacKay, a public meeting was called to discuss the setting up of a citizens' committee to protect historic sites in the National Capital Region. A large audience representing a number of interested organizations attended.

The preliminary committee's report was presented, and the meeting passed a resolution "noting with pride the development of the National Capital Region, but viewing with alarm the neglect of many historical landmarks and amenities", and recommending "that a means be established to provide continuous co-ordination between the public and the authorities in the development of the National Capital Region toward:

(a) the preservation of worthy landmarks and amenities so as to provide as great a measure of public access to them as possible;

(b) where preservation is not practicable, to provide documentation including, when possible, descriptive marking."

In a second report, the committee recommended that a submission be made to the Prime Minister, to whom the Federal District Commission reports, recommending that the master-list of historical landmarks should be the joint responsibility of a citizens' committee and the Federal Government, or its agency, who should be requested to give financial assistance toward its custody and administration, and requesting that a meeting should be arranged between officers of the Federal Government and representatives of the citizens' organizations to consider the implications of the resolution and the practicability of co-operative action to achieve its aims.

In replying to the submission, Prime Minister Diefenbaker expressed appreciation and great interest and said that when the new bill in regard to the Federal District Commission was again considered, the matter would receive his close attention.

"The Overall Plan for the City of Ottawa"

At our second annual meeting at the end of May, our guest speaker was Mr. Paul Tardif, Controller of the City of Ottawa. He told us that after far too many years of delay, actual steps were being taken to produce a General Plan for the development of the City and described the action being taken.

In welcoming this decision by the city authorities, the Branch expressed its regret that the plan did not cover the whole of the Ottawa Area, which we had been strongly recommending.

Following this meeting, our executive decided that the theme of our educational program for a coming session should be "The Necessity of a Regional Plan".

"The Aerial Survey for Planning Purposes"

Mr. R. P. Shaw of Shaw Photogrammetric Services Limited, who had received the contract from the City of Ottawa to make a photogrammetric survey for the general plan, gave us a clear-cut description of the procedure carried out, the methods of interpreting and piecing together the photos and the information obtained.

"Framework for the Future"

A few weeks later, Mr. Stanley H. Pickett, Urban Redevelopment Officer of the CPAC, at a branch open meeting, outlined all the steps necessary for preparing and putting into action an overall plan for an urban area. He illustrated this by a description, with coloured slides, of the work done in producing the plan for Corner Brook in Newfoundland.

"Ottawa's Plan for Parks & Recreation Areas"

The Branch had had for some time an augmented committee examining the needs of the area for recreation areas and parks to meet the needs of the ever-growing population. On being informed that a plan for this purpose was nearing completion we requested the authorities for an opportunity to examine it as soon as it was ready.

With the co-operation of Mayor Nelms and the Board of Control, this Plan was given its first showing at an open meeting organized by our Branch.

It was presented by the Commissioner of Parks and Public Recreation (J. Alph. Dulude), the City's Planning

Engineer (R. W. Borrowman), and the Director of Planning (D. L. McDonald) of the Federal District Commission.

Although the production of the plan was gratifying, members expressed regret that it was limited to the area withi the present city limits and did not cover the whole of the Ottawa region.

The Branch decided to form a working party to make a further detailed examination and report their findings and recommendations to the Branch executive. The authorities kindly offered us facilities for this action and agreed to consider any recommendations we might decide to present after the working party had concluded their task.

"Planning for Regional Growth"

In co-operation with the Hull Chamber of Commerce, a dinner meeting was held in Hull for a panel discussion on regional planning. This was attended by a number of members of the Branch coming from all parts of the region and some 100 members of the Hull Chamber of Commerce. We were fortunately able to obtain three top-flight speakers for this occasion. They were: Charles-Edouard Campeau, National President of the CPAC, and then Director of Planning, Montreal; Roger Marier, CMHC's Regional Director for the Province of Quebec; and J. Roland Bédard, Director of City Planning, City of Québec.

COOPERATION WITH OTHER ORGANIZATIONS

In assembling special committees and working parties for particular phases of our work, we have found it most advantageous and practical to go outside of our membership to a large extent. Not only has this increased the efficiency of such committees by thus obtaining people with special knowledge of the subjects being considered, but it has added greatly to the interest shown in our work generally.

There are so many other organizations who have a particular interest in some aspects of matters we are aiming at who have given their cooperation. They have in several cases taken out either active or sustaining memberships and appointed individual men or women to be their official representatives with us.

In working along these lines we have already seen definite action and practical results. We look forward with confidence as we become not only an incubator but a clearing house for the production of joint efforts for the betterment of the whole of the National Capital Region.

T. S. Chutter



Films on Housing for the Elderly

(See Community Planning News No. 2, 1957 for comprehensive list of films).

None to Trouble Nobody. *Produced by Allied Ironfounders and acquired by the United Kingdom Central Office of Information, 20 minutes, B. & W., 1956.*

Offers solutions to the problems of housing old people in Britain. It shows the Guinness Trust Housing Development, and its particular arrangement for housing elderly single persons and married couples, permitting them to share facilities while also enjoying the privacy of individual accommodation at an economical rent. It should be especially noted that this development is situated in the centre of a family housing estate.

Available: Rental: Canadian Film Institute ($2.00)

A Place to Live. *Dynamic Films Inc., 24 minutes, B. & W., 1955.*

The aged and their social needs. Shows the problem of a grandfather forced to live with children. Suggested solution shown is a home, designed especially for elderly people, a place where activities provide a sense of usefulness and responsibility. Also suggested is the educational theme that people should begin early in life to adjust to the problems which they must face as they grow older.

Available: Rental: Canadian Film Institute, 142 Sparks Street, Ottawa, ($2.50).

Papers on Planning

Papers from the Advanced Short Course in Community Planning, at U.B.C., held from April 8th to 13th, 1957. Included are papers on Inter-Municipal Planning, Better Residential Planning; Planning for Commercial Areas and Shopping Centres, Industry, Utilities; Parking and Traffic Problems; Zoning; Land Subdivision; Urban Renewal; Role of Municipal Planner, the Private Consultant, the Commission, and the Municipal Management; Capital budgeting and financial programming; Planning for smaller towns and rural municipalities; and Civic Design. Mimeographed, 89 pages. Available either from National Office at 77 MacLaren Street or from the Secretary-Treasurer, B.C. Division, CPAC, 1205-736 Granville Street, Vancouver, B.C., at $2.50 per copy.

TPI Journal

Many of our members may wish to subscribe to the Journal of the Town Planning Institute, 18, Ashley Place, London, S.W.I, England. The annual subscription is one guinea; but in reply to an inquiry from us, Mr. Alfred R. Potter, O.B.E., Secretary of the Institute, states that a personal cheque for $3.00 (Can. or U.S.) will be accepted as payment for the annual subscription, post free.

"Helping Ontario Plan"

An attractive leaflet, entitled Helping Ontario Plan, has been issued by the Community Planning Branch of Ontario's Department of Planning and Development. It outlines the purpose and main activities of the Branch. Among the headings are Official Plans, Zoning and Committee of Adjustment, Subdivisions, Redevelopment, Co-ordination, New Townsites, Research, Regional Studies. Inquiries about the work of the Branch may be addressed to it at 454 University Avenue, Toronto.

Book Briefs

by J. M. Laventure

Sydney's Great Experiment by Denis Winston. Angus and Robertson, Sydney and London. 1957. 146 pages, illustrated. 37s. 6d.

A report on the progress of the Cumberland County Plan. In order to protect and control the development of the Cumberland County area, where almost one quarter of the population of Australia resides, the Cumberland County Council was formed in 1945. The report traces the historical development of the area and the steps that led up to the formation of the Council and then goes on to report fully on the accomplishments to date under the Plan. It examines rather critically the progress of the Plan and its implications for the future.

Housing Standards. Division of Building Research, National Research Council, Ottawa. 116 pages. January 1958.

Sets forth minimum requirements for the planning, construction and materials for detached, semi-detached, duplex, semi-detached duplex houses and row housing. This pamphlet replaces the booklet entitled "Building Standards" previously distributed by Central Mortgage & Housing Corporation.

Regional Studies at U.S. Universities. A survey of regionally oriented research and graduate education activities, organized by Harvey S. Perloff. Resources for the Future, Inc., 1145 Nineteenth Street, N.W., Washington 6, D.C. May 1957. 118 pages. Single copies free on request.

The report includes study on physical elements and natural resources, population and human ecology, regional economic development, metropolitan studies and metropolitan planning and on one or two comprehensive regional studies.

The Central Business District in Transition, by Shirley F. Weiss. Department of City and Regional Planning, University of North Carolina, Chapel Hill. May 1957. 44 pages. Available from the author at Box 1368, Chapel Hill, N.C. for US $2.00.

Research Paper No. I of the City and Regional Planning Studies, showing methodological approaches to central business district analysis and forecasting future space requirements.

Our Community: Past, Present, Future. City of Mishawaka, Indiana. 50 pages. 1956.

An interesting handbook in which the need for long range planning is emphasized in a way which appeals to interested citizens. The support that citizens can and should give such plans is clearly set out. The pamphlet contains many interesting photos, drawings and maps.

Study of Central Saanich for the Capital Region Plan and **Planning Recommendations for Central Saanich.** Capital Region Planning Board of B.C., Victoria. 24 pages and 10 pages, respectively. July 1957.

As a part of preparing a 20-year overall plan of physical development for the Saanich peninsula, a comprehensive study of the area was begun in 1956. The findings of that study and the recommendations for immediate action are given in these two reports.

A Report on a Civic Centre for Victoria, and **A Report on the Location of a Court House and Land Registry Office for Victoria.** Capital Region Planning Board of British Columbia, Victoria, B.C. October 1957. 4 pages and 9 pages, respectively, both with excellent drawings (see frontispiece COMMUNITY PLANNING REVIEW, Volume VII, No. 4).

The reports and recommendations of the Planning Board for the development of a centre wherein might be grouped several of the important provincial and civic public buildings in Victoria.

Ten Years of Building Research 1947-1957. National Research Council of Canada, Division of Building Research. September 1957. 120 pages. $1.00.

A brief history of the work of the Division of Building Research during its first ten years. The report states the basic policies established, describes the facilities available under the several research sections, such as housing, soil and foundations, fire, building services, and others, and comments on future program.

"The New Highways: Challenge to the Metropolitan Region". Technical Bulletin No. 31 of the Urban Land Institute, 1200 18th Street, N.W., Washington 6, D.C. 92 pages. 1957. US $3.00.

A valuable selection of papers prepared as background for a Symposium sponsored by the Connecticut Mutual Life Insurance Company. Papers on the relationship of highways to the pattern of land use and its impact on production and merchandising, living and shelter are included. The highway's place in metropolitan transportation, its influence on the national economy and urban living pattern are fully discussed. The importance of careful co-operation and the necessity of correlating future federal, state and local government highway development are clearly set forth.

City Planning: a Basic Bibliography, by George C. Bestor and Holway R. Jones. California Council of Civil Engineers and Land Surveyors, 1107 Ninth Street, Sacramento 14, California. August 1957. 81 pages.

This bibliography, which has special reference to civil engineering and land surveying, was prepared as a public service by the California Council of Civil Engineers and Land Surveyors. It contains twenty chapters with references to material on churches, commercial districts, health and welfare, recreation, transportation, air pollution, noise control, marinas and trailer parks. There is also a special section on urban renewal, redevelopment and housing. The material is indexed and cross-referenced and includes an author-title index.

Family Life in High Density Housing. Royal Institute of British Architects, 66 Portland Place, London, W.I., England. 1957. 40 pages, 10 shillings.

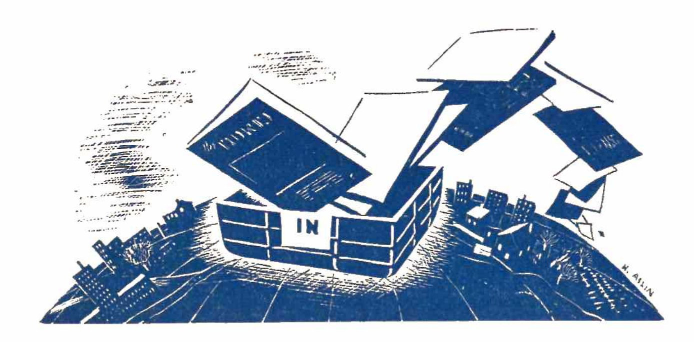
This is the report of a Symposium held on May 24, 1957 and has particular reference to the design of space and buildings.

Factors Affecting Land Use in a Selected Area in Southern Ontario. Compiled by R. M. Irving, Ontario Agricultural College, Guelph, Ontario. 148 pages. November 1957.

This land use and geographic survey is of Louth Township in Lincoln County and was conducted by the Ontario Department of Agriculture in consultation with the Department of Geography of the University of Western Ontario and the Ontario Departments of Planning and Development, Municipal Affairs and of Highways.

About 26 per cent of Canada's total fruit crop is grown in the Niagara peninsula and each year much of this valuable farm and fruit growing land is lost to industrial and urban expansions. Louth Township was chosen as the site for this study because the Township Council and the Planning Board were already much interested in the problem and because, up to the present time, the township appeared relatively free from encroachment.

One of the most important achievements of the survey is that it is now felt that a technique for studying and integrating soil, land use, and geographic-economic information has been developed and can now be adjusted and used in any area in Ontario. Complete with maps, charts and statistical data, this is a most informative report.



The Implementation of The Langley Plan. Prepared by Nigel Richardson of the Lower Mainland Regional Planning Board staff. October, 1957. 83 pages. Copies available from the City Clerk, P.O. Box 489, Langley, B.C. $1.00 per copy.

This is Part II of a report on the planning of the City of Langley (see COMMUNITY PLANNING NEWS No. 3, 1957).

The Federal Lands: their Use and Management, by Marion Clawson and Burnell Held. The Johns Hopkins Press, Homewood, Baltimore 18, Md. October 1957. 501 pages. US $8.50.

About one-fifth of the total land area of the U.S. is federally owned. In recent years the use of these federal lands for forestry, mineral production and many other uses has grown rapidly. This study suggests ways in which the management of this land can bring about the 'maximum potential'.

Report on Traffic, Transit, Parking. Metropolitan Winnipeg. Wilbur Smith & Associates, New Haven, Conn. Full report 319 pages. Summary report 13 pages. December 1957. Available from Metropolitan Planning Commission of Greater Winnipeg, 1100 Electric Railway Chambers, 213 Notre Dame Avenue, Winnipeg. $3.00 per copy for full report. (Copies of the Summary report may be obtained free of charge by writing to the Commission.)

This is a comprehensive report of the requirements and recommendations for improving traffic transportation and parking in Greater Winnipeg. A progressive program of development is proposed.

Housing: a Factual Analysis, by Glenn H. Beyer. Brett-MacMillan, Ltd., 25 Hollinger Road, Toronto 16. 1958. 355 pages, illustrated. $6.75.

An 'orderly development of the subject of housing' starting with the demand and supply factors involved in the 'product' of housing. The theme follows through to design and environmental factors. Chapters on *Housing and Neighborhood Standards* and on *Urban Renewal* are of particular interest.

Planning 1957. American Society of Planning Officials, 1313 East Sixtieth Street, Chicago 37, Illinois. 260 pages. US $5.00.

Selected papers from the National Planning Conference, held in San Francisco in March 1957. The papers deal with churches and city planning, metropolitan government, residential densities, noise control, urban renewal airports, heliports and railroads in the modern age, highway programs and other subjects.

Farm Housing, by Glenn H. Beyer and J. Hugh Rose. John Wiley & Sons, Inc., 440 Fourth Avenue, New York 16. November 1957. 194 pages. US $6.00.

A nation-wide analysis of the characteristics of to-day's farmhouse. This may well be the first material gathered together which focuses attention on the housing of the farm population. The influence of urban life on farm housing is also analysed.

Proceedings of the National Conference on Metropolitan Problems, April 29-May 2, 1956. Government Affairs Foundation Inc., 22 West 55th Street, New York 19, N.Y. 1957. 99 pages.

This Conference brought together a cross section of groups directly concerned with metropolitan difficulties, including persons from business, labour, the universities, research agencies, professional and civic groups, and federal, state and local governments.

As a result of the need for continuing action and research on these problems, the Continuing National Conference on Metropolitan Problems was set up to provide the means for such interchange of ideas and research.

America's Needs & Resources, by J. Frederic Dewhurst and Associates. The Twentieth Century Fund, 330 West 42nd Street, New York 36. 1148 pages. US $10.00. Revised edition 1955.

This comprehensive survey on America's needs and resources contains twenty-six chapters which focus attention on practically every trend of U.S. economy. Of particular interest are the chapters dealing with housing and housing trends, urban redevelopment, land and water conservation and development and transportation.

A Report on the Plans and Operations of the Department of Community Development, Southern Illinois University, Carbondale, Illinois, 1957. 84 pages.

The Changing Population of the United States, by Conrad Taeuber and Irene B. Taeuber. Published by John Wiley & Sons Inc., 440 Fourth Avenue, New York 16, N.Y. January 1958. 357 pages. US $7.75.

One of the series of volumes in the U.S. Census Monograph Series. Data on growth and geographic expansion, immigration and migration, education, households, economic activity, urban and rural residence and on the metropolitan growth are included. There are chapters on urban and rural residence and on metropolitan areas.

Planning for "Core Area" Development in Sacramento and **Comprehensive Zoning Ordinance,** City of Sacramento, California, City Planning Commission, 1957. 12 pages and 65 pages, respectively. Comprehensive Zoning Ordinance, $1.00 per copy.

Photographies Aeriennes et Aménagement du Territoire, par A. Burger, Ingénieur-géomètre E.T.P., Urbaniste diplômé de l'Institut d'Urbanisme de l'Université de Paris. Dunod, Editeur, 92, rue Bonaparte, Paris 6, France. 1957. 136 pages, avec 105 illustrations.

"La photographie aérienne est une représentation totale de la surface terrestre, extrêmement riche en renseignements: c'est ce que nous révèle cet ouvrage qui traite de son interprétation appliquée aux études d'urbanisme et d'aménagement du territoire.

Partant de considérations générales sur les photographies aériennes obliques et verticales, et sur leur mode d'exécution, M. Berger analyse les differents types de photographies aériennes, de la petite à la grande échelle, et met en relief les possibilités d'investigations offertes par chacun de ces types.

De nombreuses analyses, largement illustrées, allant des études de sol aux études sociologiques, en passant par des études de circulation et de voirie, précisent les méthodes de recherche et montre les ressources insoupçonnées des documents aériens, en soulignant les avantages de leur utilisation directe: rapidité, économie, précision, authenticité des renseignements recueillis.

Cet livre de M. Burger, utilisant une technique nouvelle et originale, intéressera vivement les nombreux techniciens, urbanistes, architectes, géomètres, ingénieurs des travaux publics, des travaux ruraux, et, d'une façon générale, toutes les personnes s'occupant à titres divers de cette question".

A few of the

PUBLICATIONS AVAILABLE FROM CPAC

in addition to the magazines

Urban Renewal. A Study of the City of Toronto, 1956. Short Statement. A short version of the first Urban Renewal Report on a Canadian city. 50 cents a copy; discounts are available for quantities.

A Redevelopment Study of Halifax, Nova Scotia, 1957. Volume I prepared by Gordon Stephenson; Volume II, prepared by Institute of Public Affairs, Dalhousie University. Published by City of Halifax, $3.

How to Subdivide. A 40-page handbook in four colours on the layout of housing developments, giving a step-by-step method of subdivision, and discussing financial implications. 37 diagrams and plates. $1.00.

Land Planning. A 32-page "guide to the best practice for developing subdivisions that will hold their value". Produced by United States Savings and Loan League, based upon experience recorded by Urban Land Institute, Washington, D.C., and CPAC. 30 cents.

Mental Health Aspects of Urbanization. Report of a Panel Discussion at the United Nations, March, 1957. Published by World Federation for Mental Health. $1.00.

Sainte-Marie de Beauce: Etudes d'Urbanisme. Une étude d'ensemble sur un village de la Province de Québec, et un plan directeur. 50 cents.

Sprawl. A pamphlet based upon material prepared by the Lower Mainland Regional Planning Board of B.C. 25 cents.

Regent Park: A Study in Slum Clearance, by Albert Rose. $5.50.

An Introduction to Master Plan Legislation, by J. B. Milner. From *Canadian Bar Review.* A few reprints available at 50 cents.

Papers on Planning. From Short Course at U.B.C., including *Planning for Industry*; *Planning for Commercial Areas and Shopping Centres*; *Zoning*; *Land Subdivision*; and many others. Mimeog. 89 pages. $2.50.

Write for complete list of publications available at C.P.A.C., 77 MacLaren Street, Ottawa 4.
Pour obtenir une liste complète de publications, s'adresser à l'A.C.U., 77 rue MacLaren, Ottawa 4.

Community Planning NEWS
NOUVELLES *d'Urbanisme*

Editor: Eric Beecroft
Assistant Editor: Miss J. M. Laventure

Like the Community Planning Review, the News is issued to its members by the Community Planning Association of Canada, 77 MacLaren Street, Ottawa 4. Opinions expressed in the News are not necessarily those of the Association. The object of CPAC is "to foster public understanding of, and participation in, community planning in Canada." If you would like someone else to see this literature, please remail them your copy of the News or ask us to send a copy. Your cooperation in making CPAC's work known will be appreciated by all officers and members.

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